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INSCOM

GRILL FLAME

PROGRAM

SESSION REPORT

CLASSIFIED BY: MSG, DAMI-ISH
DATED: 051630ZJUL78

NOT RELEASABLE TO FOREIGN NATIONALS REVIEW ON: May 2001

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ORCON

6F-006-81

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GRILL FLAME

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SUMMARY ANALYSIS

REMOTE VIEWING (RV) SESSION DC-97

1. (S/NOFORN) This report documents a remote viewing session conducted in compliance with a request for information concerning an Army UH1H, tail number 73-21711.
2. (S/NOFORN) The remote viewer's impressions of the target are provided as raw intelligence data, and as such, have not been subjected to any intermediate analysis, evalutaion or collation. Interpretation and use of the information provided is the responsibility of the requestor.
3. (S/NOFORN) The protocol used for this session is detailed in the document Grill Flame Protocol, AMSAA Applied Remote Viewing Protocol (S), undated.
4. (S/NOFORN) Following is a transcript of the viewer's impressions during the remote viewing session. At TAB A are drawings made by the remote viewer reference his impressions of the target site. At TAB B is target cuing information provided the remote viewer. This session was conducted concurrently with Session DC-96.

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TRANSCRIPT

REMOTE VIEWING (RV) SESSION DC-97

TIME

#66: This will be a remote viewing session for 1100 hours, 12 March 1981.

This will be a pre-mission briefing to the remote viewer. At about 0700 hours, at the target, 17 February 1981, contact was lost with a US Army UH1H, 1973 model helicopter. Present location of this helicopter remains unknown. The tail number on this helicopter is 73-21711 and responds to the call sign Army 711.

SGFOIA3

[redacted]
target today will be to locate.....UH1H tail number 73-21711. At this time I show you a photograph of a UH1H Army helicopter.

I want you to focus in time on the 17th of February 1981 on or about 0700 hours, and report the incident and the location of the helicopter. I repeat the helicopter, the whereabouts, the condition of the helicopter is unknown. It simply has lost contact at that time.

Do you have any questions?

SGFOIA3

#31: Yeah. The names are [redacted]
(phonetic)

SGFOIA3

#66:

#31:

#66:

#31:

#66:

#31:

#66:

#31:

#66:

#31:

#66:

[redacted]
At the beginning of the session, I will.....

#31: 17 February at 0700.....what.....

#66: 0700 hours at the target.....

#31: Okay. At 0700 wherever the target is, okay.

#66: And.....I will give you the tail number at the beginning of the session.

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#31: Twenty-one. Seventy three....twenty-one, seven, eleven.

#66: Yes. You now have....twenty minutes to prepare for this session.

PAUSE

#66: Relax and focus your attention now on 17 February 1981 in the early morning hour 0700. Now, bring your attention to bear on helicopter 73-21711. 73-21711.....and describe your imagery to me.

PAUSE

+03 #31: Ah.....ah.....I don't know.....on the horizon like a, a red sunrise....and...red haze. I'm like riding on the outside of the bird on his tailbone.....I feel like I'm airborne at about a relative feeling of when I first started in number 8,000 like 8,000 feet came to me. I am high up though....high enough to feel the curve of the earth and the....see a thick forested....

seems like...thick forest, a countryside beneath me....flat, relatively flat. It's in the direction of the sun....I seem to be moving. The sun is.....it's about 12 o'clock

PAUSE

+05 #31: The sun, it seems to be rising out of water.....there's some sort of a line.....it would be like.....water would be, but it's off to my right in the direction of the sun, but it's on its tail boom roughly parallel to the way I'm going... Like I'm 15 or 20 miles inland from a coastline. I can see the water com- the sun coming up out of the water on the other side of the coastline, you know. On....

the horizon.....

PAUSE

+07 #31: I'm inside. Let me get mm- situated inside.

PAUSE

#31: Keep seeing this repeat scenario rolling over. The, ah..... aircraft suddenly just rolls ov---to the rightunexpectedly. Nobody knows why. The place is, ah, just falling apart before anybody knows about it. It seems like the rear end moves to the right and the aircraft rolls to the right at the same time. Like it fishtails and it rolls. But the freaky thing is, ah, so high up that it's just virtually going straight down by the time it goes down. The place just turns into a pinwheel inside. I don't feel any explosion, but I feel the thing is falling. It's so totally out of control that it looks like a, almost like a spider flying through the air, falling through the air. It's loses several pieces, but it's, the feeling that loosing is more of um inertia than from breaking up in explosions. It's like it just flies apart because it's spinning so...intensely...on its way down.

+13 #31: Throughout, the feeling is ah, definite feeling it crashes in the water in a, crashes in the-a cut of water like a river or a canal.

PAUSE

#31: I, I, in the cabin I did not....no explosion in the cabin inside, but...during one of the enactments the word strella came to me, but there is nothing that happens inside. I did not see an explosion. So, I don't know if that's overlay or not. There's a definite feeling of....impact in the water.....and a feeling of it being near a bank. Like it does not go into out in the ocean at ~~it or~~...in the middle of a big lake. It...I can look across this thing, and it's right on the, just shy of the other edge. It's maybe 100 yards across, and it's just on the other edge. And, I'm in a high place looking across, like I'm on a hillside, by the edge of the water, and I'm looking across to the side that has no hill, and the bank is like 10 or 15 above the water..... and like some of the crap is in this area....some of the stuff that flew off the helicopter is around here, but it's so sparsely scattered because it fell so far that you really can't see it from the water.....

PAUSE

#66: Is the aircraft visible from the air?

+17 #31: No..... It's under 60 so feet of water. It just went right on through...turned into a pancake and.....in the cabin there's a everything is wedged and smashed and crunched in like a pancake. I keep seeing this image of a piece of the rotor a long skinny thing having some contact with the bank as it, as the thing goes down. I don't know if it's wishful thinking that the rotor is visible from the water level. Like it flew off and landed next to the place where it went in the water or, if in going in the water, it went in so close that it made contact with the....the canal bank or it resembles a canal bank 'cause it's so steep. Like there might be a funny vertical gash in the bank or something where it hit as it went in.

#66: Were there survivors to this?

PAUSE

SG1A

#31:

#66: All right. Describe for me how I can find this. Describe how I can find this.

PAUSE

+21 #31: It is, I'm on the bottom here. The water.....and it is, ah, I keep looking up and I keep seeing boats go overhead..... It has that feeling of when "Sea Hunt" would show a boat go overhead they appeared to be, it appears to be small..... someplace where boats go, and, ah, having a feeling of a vague "S" shape. Only a slight "S" shape. A little curve, and then another little curve to the right. Very gentle curves. Only, maybe 10 or 15 degrees.

#66: Tell me about.....

#31: It is at the first cur--- and below the curve is, ah, much larger body of water. I went down the, I went down the lineand went around a corner and it was like I was in a big, big lake, or a big, ah,....like I was in a big lake. So, I'm off a big lake somewhere. I'm only a half mile or..... It seems like it was real quick. It would be the first curve off a big lake, a big body of water, and just beyond the curve..... and I'm on the right side coming from the lake. So close to the right bank I can almost reach out and touch it. And, it's a place where there's no hill on the right, but there's a little hill, line of hill, like a canal, and when that built the canal they piled the dirt up like a..... that's on the left.

#66: Tell me about the climate in this area.

+24 #31: Warm. It seems warm today. I fel- all along I felt like it was warm. Like I was in some tropical place.....

PAUSE

#66: Ask yourself the question, "What is the most distinguishing characteristic about this location that I would understand?" The most distinguishing physical characteristic that I would understand.

PAUSE

+29 #31: I keep seeing a funny little mountain sticking up out of a little town, city, and the little mountain is all burnt off. It's totally burnt, and it's black and it's charred. It's a perfect little mountain. There are several others around, but this is the main one. I keep seeing it, and it's little mountain that's in Panama City. Panama. The way they burn off the mountains when thedry season comes.. I keep seeing that.....it's under a hole. Feeling of my session has been that I been to Panama. Central America somewhere.

#66: And, what is the data you experience that makes you say this?

#31: Fleeting. Feeling earlier in the session of having been up high and been over that part of the world and there's a little hill. I've seen it before. Yeah! This mountain here, I've seen it.

#31: It's one of the ones downtown. So, when you asked me, I started asking, and that's what I got. About three different shots. And, I discarded it because I wouldn't think, I'd think it's all overlay and it'd still come back. This...whole feeling of a, of a mountain that's.....

#66: Okay.. If I understand what has happened here. In response to the question, "what is the most distinguishing characteristic you have---a little mountain that is burnt off, similar to ones that you have seen in

#31: Panama City, Panama.

#66: Panama City, Panama. Let's return to the scene now at the helicopter and what is the foliage like around there?

PAUSE

#31: Okay. I'm sort of crawling along. Crawling up out of the water. That's nearly vertical feeling. Some sort of scrubby, little woodie plants grow out of the bank. The bank is almost vertical. And, it's like a, ah,.....along the edge at the bank, it's built up like on a....ten foot high levee, scrabbly, ah, scrabbly rocky fill, funny, having this feeling of long bladed grass is growing up between the rocks and everything. Bladed grass is there about 8, 8 inches long, but, when I come down off the side of this thing, it sort of like drops off a little bit. Now, I'm in the, now, I'm in the woods. So, let me look around.

I'm gettin this feeling of a big trunked with stuff hanging down out of it. Ah.....vines-vines hanging down out of it. Something hanging down out of the green up above me. Let me dig in around.

#66: How would you classify this?

#31: It has, ah, as much as I tried to make the thing go straight into the ground, it doesn't. It has a funny trunk that spreads out around it. The roots spread out around it, and if I cut it in half it has rings(phonetic).

#66: Okay. I don't want to get involved in the tree itself.. I think my question is misunderstood. The type of area that you're in is this a desert motif; is this a pine forest. How do you classify this area? What kind of an area is it?

#31: Sort of funny. I'm getting conflicting feelings of what I've just said before. I'm getting the feeling that I can rustle the leaves on the ground. That I can run my hands through dead leaves here.

#66: You say that's conflicting with something.

#31: And, that.....let me just look around for a minute.

PAUSE

#31: Well, ah, I'm telling you, I just looked back at the canal and I could see this super structure ...something going by. So, +34 there are...something goes up and down that river or canal there. So, it is passable, and the leaves here.....I'm trying to get the leaves.....I keep getting a tropical leaf. I keep getting elephant ears, and banyan (phonetic) trees, and, but it still is in a mucky leafy area, like a lot of leaves and stuff have fallen over the years and it's rustly....and dry. It's very dry here. It's not...wet tropical. It's dry now, so there's a lot of rustly; like palm leaves, and fronds) and things that are... they're dry and ratty instead of wet and mucky.

#66: I have no further questions about the target area. So, before we prepare to draw take one look again at the location of the helicopter and....be sure you remember everything you've seen, and I'll now give you a chance to comment as you see fit before we go.

PAUSE

#31: Ah.....I get the...don't feel that there's anything important about this flight. The doors are closed, and it's almost like the crew chief is just about reading a magazine in the back type thing. Everybody's quite casual...no visual flight rules...'cause I see a feeling of a map and not co-worried about instruments. More like a map. And, the side doors are closed....an altitude out of which the crew chief would look up...he'd see the water out the side window.see a sunrise...feeling is that the flight path crosses the linear thing on below them and about a 35 degree angle. Like an X. They don't cross it like a T. They cross it like an X. And, that they're going up. I had the feeling that they are going north to some place. But, it's, they would go somewhere and touch down and come back. But, that it's like it's a training session. Training mission. A familiarization ride or something, because.....

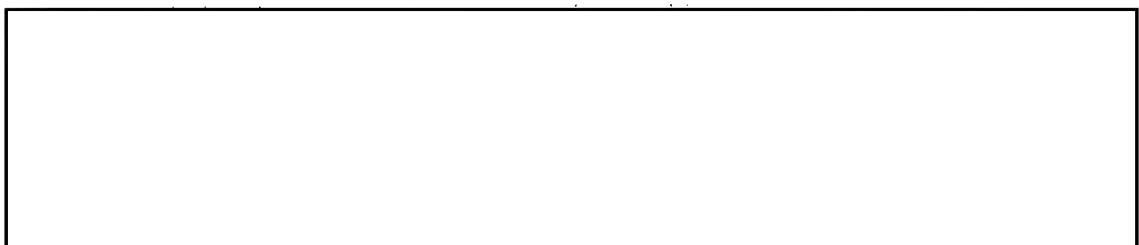
+42

PAUSE

#66: Now, as you are perceiving along here, the helicopter and so forth and so on, you had stated before that what happens happens very suddenly, and the occupants in helicopter don't know. The occupants don't know what happened. Do you know what happened?

STAT

#31:



#31: ...like there's any buildin' c tension, and then everything goes finally wrong. The thing that I feel happened is.....and I don't know what this.....I keep gettin' this, as I sit here, and I'm looking at this very peaceful training mission thing a continual interplay of this smoked trail coming up from a hillside. I don't know what that is all about. When I first started this session, I felt that the rot- tail rotor immediately disfunctioned, instantly, and that the result at that altitude and air speed without warning was that the ship rolled over to the right. It rolled around and over to the right. The movement is definitely to the right, and rolling. It fishtails to the right, and it rolls. But,....I don't know if the thing got a rocket up its stack in the back (phonetic)....because, then, and later on in the session I started gettin' this feeling of a smoke trail up from the rear of it. Like it was...and that word strella is a something or other rocket. I don't know what, what it is anymore.....which were heat (de) seeking which it is, it would hit in the turbine, in the rear, and like I'm saying I don't really see this big mass of explosion like a helicopter disintegrating, in one thing...more like it just snap rolls to the right, and begins to fall apart and it loses its full of momentum and it just falls straight down, down, down, down, and it just misses this canal bank...it just goes right on down through because on impact it just..you know...crushes the cockpit and the cabin, and everything is just nothing but a pancake. Umm.....

#66: Okay. Let's draw the impressions you have then.

#31: It is...this smoke line that I keep talking about does come from behind the helicopter as though, and it comes up from the hillside. But it's not the hillside that's right along the edge of the canal. It's the hillside that's back from the water line, the canal or river...

#66: Okay. Move your arms, move your legs, take a few deep breaths, and we'll draw the impressions you've had.

#31: Okay. Uh, sketch one is like an overview of the area as the crew chief would've seen looking out of the window. Uh, looking into the sunrise there would be this feeling of a linear, like I thought a coastline, a large body of water in that direction, uh, which later on I thought was a lake type of situation. And the feeling is that it's moving in a northerly direction to some remote province. Everything is normal, everything's routine, and suddenly the aircraft, uh, fish- seems to fishtail to the right and snap roll to the right at the same time and the damn thing just plunges down and on the X, sketch one, it crashes, It almost makes the bank but it really just misses the bank and plunges into this waterway right along the edge of the bank and, you know, scratches and scrunches down the bank in the water and under the water and comes to rest on bottom.

Uh, it is a navigable waterway, a small boat feeling. Small to medium size boats. Sort of canal like, as though it's a, possibly

#31: a river that's been improved or artificially cut. Totally a canal, or maybe an improved river. Um, they had just flown over some hills and mountains. The mountains were farther to the right and they had flown over them. And like as they had gone over the mountains and were approaching the waterways when the accident, or whatever it was, the...thing occurred and the aircraft was out of control, lost forward momentum and began just falling straight down and...crashed in the water.

There is heavy vegetation all over the area. Uh...you know, essentially, all over. Very, very heavy forested feeling in this entire- the whole direction of flight was forest. In the hills, the light hills near the canal I had a feeling of fewer trees, somewhat more grassy coverage maybe. Okay, that's sketch one...

Sketch 2 is a view looking...in the direction of the big water, large water, whatever it is, lake or... The helicopter has crashed very near this large water. Now whatever this feeling of large water is it's very close to there. Uh, as, on the left side, or the down flight side of the impact point, there is a steep canal like bank, which is sort of scrubby and gravelly, you know, it's not mucky and mushy, it's gravelly like oolite from Florida. Reminded me very, very much of a Florida canal that has had the weeds and the grass has been growing in it for several years so you can still see the hard scrabble. That's what I call the hard scrabble. It's- you can still see the hard scrabble along the bank, but it's pretty much getting overgrown. Like the work in improving the bank might be 4 or 5 years old. Okay?

Along the edge of it is a road, which I call s- s-, uh, in another sketch I call s-, hard scrabble road. And the jungle in the backdrop on the left side of this sketch. Sketch 2 is looking toward the big water. Around the bend is the big water. Okay? In sketch 2.

Sketch 3 is on the other side of the crash sight looking back. And I have the helicopter at the top of the page at an altitude of like 8,000 feet. Uh, it, something, somewhere in there there's some sort of overlay. I had the feeling, the name Strella came to mind, which is- and some sort of a smoke contrail. And I don't know if I was embellishing the remote viewing or what, as though it had been out of nowhere, surprised from the rear by a sand missile. Like some guerrilla nerds hiding in the mountains let it fly over and then shot it from behind, right up its smoke stack. Okay. And, uh, it caught the crew totally by surprise. They didn't know what the hell was happening by the time they were dead, because they were totally disoriented because- the whole feeling I had was this plunging, cartwheeling, out-of-control dive, and just barely missing the edge of the, of the canal and plunging through the water.

#31: Uh, sketch 3 is looking away from the big water. And at this point in time in the session I pretty well come to the very strong feeling that what I was dealing with was something like the Panama Canal and Panama City area. Some sort of tropical waterway. Uh, and when I looked in sketch 3 in that direction I had the feeling that some good distance down this river or canal was a city, like Panama City. In other words, uh...that includes- I wouldn't, I don't know if it includes the size of Panama City so much as it includes the flavor of Panama City. You know, whatever that flavor is, there's, uh, low tropical, Spanish influence, ramshackle, very disorganized, very Latino type city down there. Uh, but at the time I was very, very, you know, feeling very, very strongly about the Panama City aspect of it.

The wreck is 50 to 60 feet deep on the...north side, what would be the north side of the waterway. When I was down in the wreck and under the water, uh...I had the feeling like that a smallish boat put-putted overhead, you know, like a power boat, not a sailboat, but a power boat along the canal. But I was sort of... sort of peculiar that although by this time I was thinking of Panama Canal sort of in the back of my mind, I didn't see any ocean going ships on this thing, like the Panama Canal. Rather I saw like a speed boat type 40 footer, you know, some big power boat chug-chug over. And then the next thing I saw was when I off in the jungle on the right side of sketch 3 I was off in the jungle, that's sketch 4, I saw the masts of some sort of middle-sized fishing boat go by. Uh, not a big ocean going hundred and, or 300 foot long vessel, but a 60 or 70 foot long vessel going by, like a fishing boat or...something, I don't know. And looking back over this hard scrabble road on the bank it was like, all I could see was the masts go by from the jungle floor. I couldn't see...the whole boat go by on the water. All right.

Sketch 4 is the view from the jungle when I looked back at the canal, and, uh, with the mountains and hills in the background. The south side in the background. Uh...and this boat going by. Two things is that...let me see, I talked about this. The predominant feeling in the session, right at the top I'm riding along, only the three of 'em in this ship. Didn't feel that, it was like they were on a training flight. I didn't get a feeling for cargo. Like a familiarization or orientation flight. I didn't get a feeling for cargo or passengers. And that really for the crew chief it was rather boring. You know, like, almost like he was reading a magazine or something while they were going through the air. Doors were closed, classic standard routine flight pattern, and all of a sudden the place just turned to shit. Just out of nowhere. That there was no in-flight emergency that deteriorated, but rather that it was, it was a deteriorated condition right from the beginning. Very sudden loss of control and plunging, uh, cartwheeling interior. It was like nobody inside knew what was going on and so they, they were still trying to figure out what was happening by the time they impacted. You know, they just, reflexes were so fast that they just... Uh, I did not get any feeling of in-flight emergency

#31: that was being handled. Um, very, very sudden. And the movement of the aircraft was, in the line of flight, the tail r-, tail of the aircraft fishtails to the right and, and snap rolls to the right at the same time. It just goes wham! Right into a cartwheel situation. And very sudden and out of nowhere with no prior warning..... I don't know. Do you have anything more you want me to talk about?

#66: No. I have no further questions. Any more comments?.....

#31: No, I think I've pretty much done everything. S-, oh, some pieces fall, oh, the other thing is here on sketch 3. The violence of the cartwheeling and plunging is such that like, I had the feeling some pieces fell off the aircraft as it was falling down. Uh, like the main rotor blade might have spun off and a cowling might've spun off here and there. I did not get the feeling of an ex- of an in-flight explosion because when it, I was in the cockpit at the time the emergency began, and there was no fire, flame, anything like that. It was just this sudden, I was like a, being inside of a kaleidoscope. Everything just went mmm, just twisted all to hell. Um, so around the crash site a, might be some small pieces of debris. And there is a gash in the canal bank, as though some piece of the main rotor or some such hit the canal bank as the whole thing was plunging through the surface of the water. And if it's not observed rap-, in the next month or so it will be overgrown and obscured by the tropical growth.

#66: Okay.

#31: The big water, one last comment, is this feeling about the big water. At first I thought I was on a coast- parallelling the coastline...which was okay. When I got down to the crash site and I was working the crash site during the session, uh, you like asked me something like how would I locate this place. Well, the way I was going to go about that is I was going to follow the canal towards the big water. This feeling of Panama and Panama City tropicalness meant to me that well, maybe if I go that way along the Canal I'll come to a city and I'll be able to say something.

Uh, I had only proceeded like a half mile or a mile down and around the first bend and boom! I was in a situation that resembled a large lake like my big water had become a large lake with the, uh...with, but an irreg- so irregularly shaped lake as to represent the inner montane lake on the Panama Canal. You know, with the, with the mountains and hills protruding into the edges of this body of water so as to make it look like some sort of an inner montane lake. Uh...and so that's why I called it what- that's why I drew it as being at one contiguous body of water there, you know, is because of this protruding in. And it was observed from nearly sea- or water level. You know. So you know how from a direction of sight, uh...something like that could be misleading or mis-

#66: Okay.

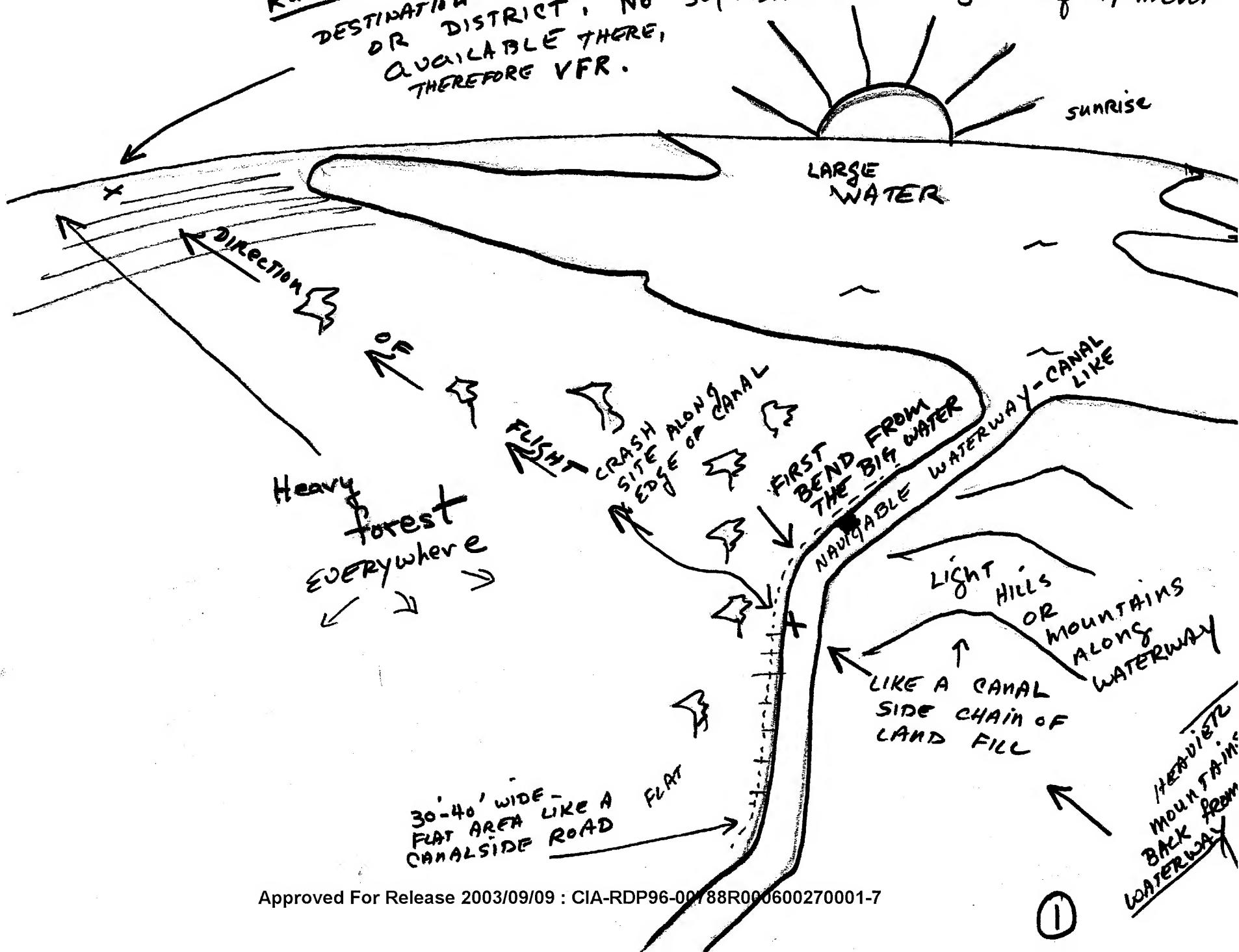
#31: -misdescribed I guess, maybe. Okay? That's about all I can think of.

#66: Okay.

TAB

RURAL
DESTINATION TO THE NORTH LIKE A REMOTE PLACE
OR DISTRICT, NO SOPHISTICATED FLIGHT EQUIPMENT
AVAILABLE THERE, THEREFORE VFR.

sunrise



LOOKING FORWARD BIG UP TERR

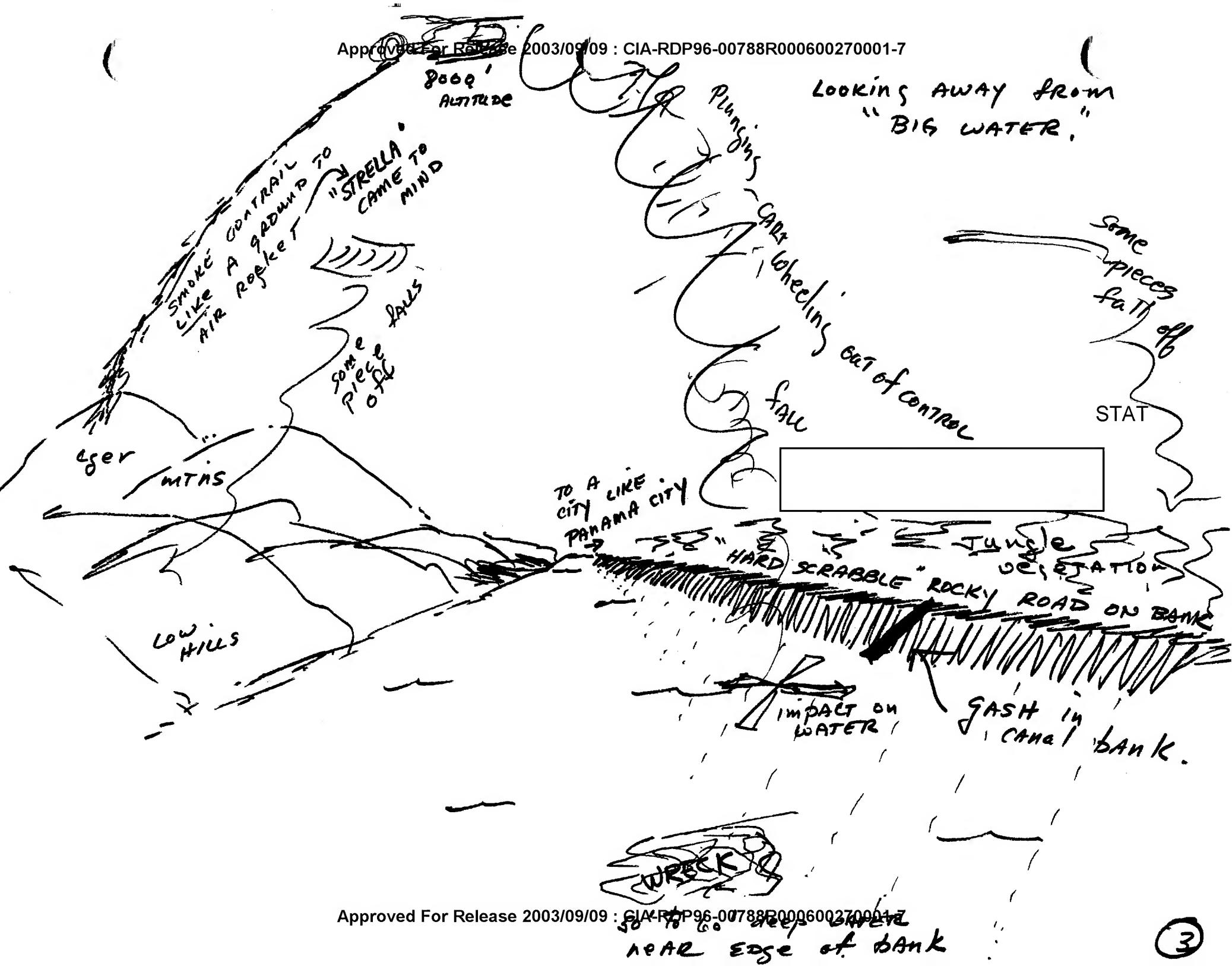
Jungle type
BANYAN, elephant ears
TROPICAL but DRY
dry season.

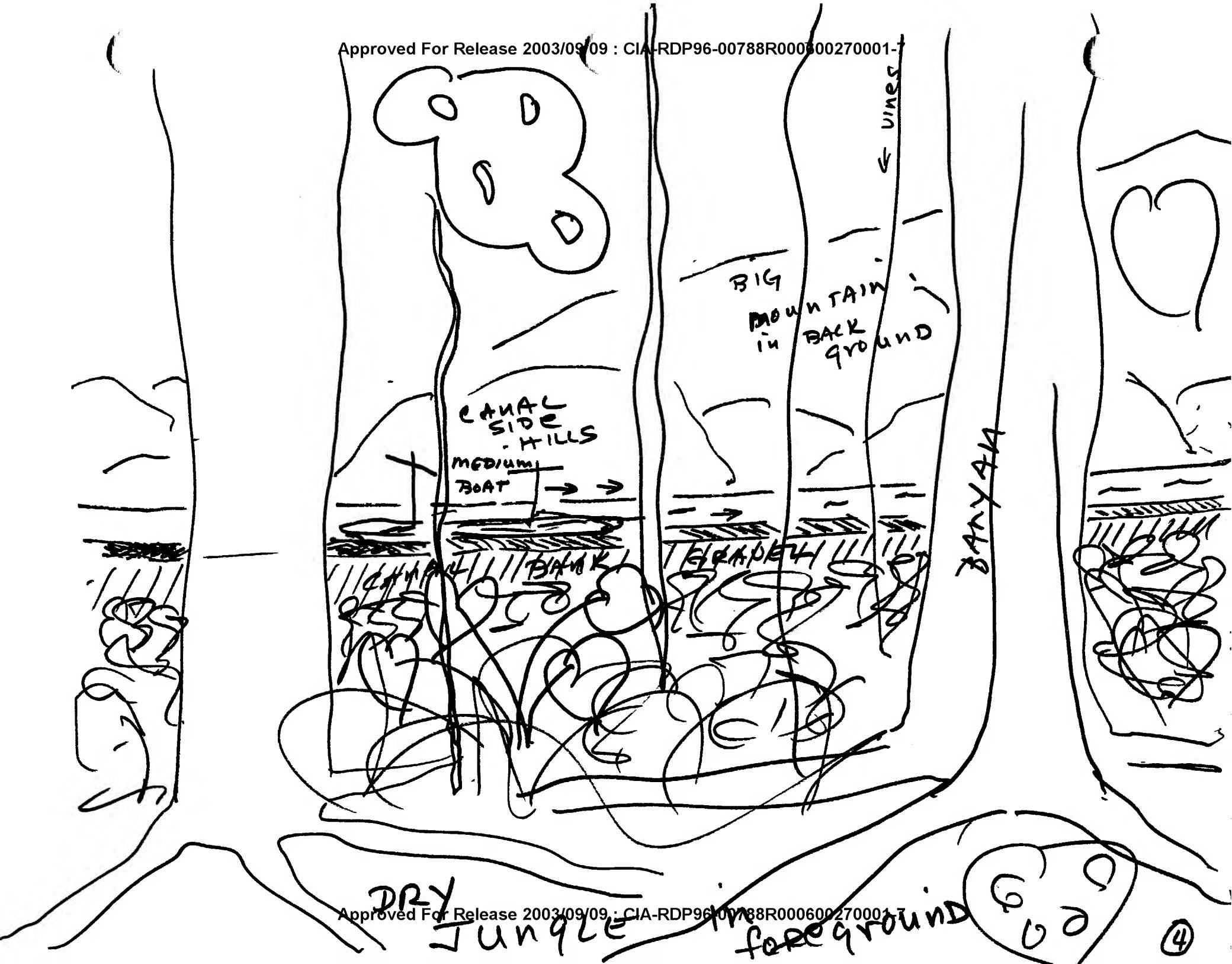
some sort of
"SCRABBLE MARK" MADE BY A
FLAILING HELICOPTER BLADE
OR OTHER DEBRIS

LOW
HILLS OR
CANAL SIDE
mountains.

IMPROVED
WEED overgrown CANAL BANK BUT
50 yds

HILLS OR
MOUNTAINS have
some small TREES OR
BUSHES, but mostly
GRASSES





TAB

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TARGET CUING INFORMATION

REMOTE VIEWING (RV) SESSION DC-97

1. (S/NOFORN) Information provided the remote viewer prior to the session is documented as a pre-session briefing and is included in the transcript. Attached is the photograph shown to the remote viewer.
2. (S/NOFORN) During the session the viewer was asked to elaborate on his descriptions which seemed relevant to the task at hand.

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